

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

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2. Russian Staff of the Karlshorst Department

The Russian staff of the Transport and Communications Department of the Office of the Soviet High Commissioner to Germany, at Berlin-Karlshorst, consisted in late February 1954 of the following (English transliteration):

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<u>Telephone number</u>	<u>Name</u>	<u>Official Position</u>	
29306	General Voronichev	Chief	25X1
29310	Col. Chernyshev	Deputy	25X1
29320	Col. Tolstykh	Political officer and chief of the finance section.	
29329	Col. Tachasov	Second deputy to the General and chief of traffic section.	
29327	Col. Kalabushkin	Third deputy to the General and chief of the car, locomotive, and repair shops section.	
29331	Lt. Col. Ivanov	Administration.	

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	Ev.	X	
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<u>Telephone number</u>	<u>Name</u>	<u>Official Position</u>
29397	Major Sukhikh	Chief of the safety and track section.
29388	Major Tur	Chief of car section, under Kalabushkin.
29324/5	Major Kovtunovskiy	Chief of dispatch section.
29346	Engineer Maryutin	Chief of repair shops, in Kalabushkin's section.
29331	Major Gurishev	Unknown.

These telephone numbers may be called in two ways: over the East German railroad network by direct dialling; or over the public number BERLIN 580851: a Russian woman answers this number and connects the caller only when he has given his name and appointment.

The name of Col. Sadovnikov, which appeared on the previous list (July 1953), is missing; he has been sent back to the USSR.

### 3. Locomotives

The number of locomotives in East Germany on the census date 17 February 1954 was:

<u>Total</u>	6,553
Working park	5,142
Under repair	1,037
Column locomotives (Kolonnenloks)	374

### 4. Damaged Cars

In January 1954, 30,830 cars were taken out of service; the figure was broken down as follows:

Overheated	1,818
Technical faults	29,012

### 5. Estimated Total Number of Freight Cars

The Ministry of Railroads uses the following estimated figures as a basis for the preparation of daily loading plans for freight cars:

Total number of freight cars, in round figures	125,000
Total number in the traffic park, in round figures	100,000

### 6. 1953 Work on "Special Projects"

a. On 9 February 1954, Staimer<sup>1</sup> of the Ministry of Railroads wrote to Voronichev of the Russian Transport and Communications office about work which had been done in 1953 on special projects. He listed these, with a sum of money in thousands of eastmarks (TDM) against each, as follows:

(1) Hoppenwalde	710 TDM
(2) Elbe	90 "
(3) Gransee-Woltersdorf	1820 "

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|------------------|----------|
| (4) Glowe        | 2560 TDM |
| (5) Devwinkel    | 1851 "   |
| (6) Magerviehhof | 241 "    |

b. It was learned from other documents that these projects included the following construction work:

- |                         |  |
|-------------------------|--|
| (1) Hoppenwalde         | On the line from Jatznick to Ueckermuende, at the 158.5 kms. mark, loading and unloading facilities for the National Army (KVP) were built.  |
| (2) Elbe                | A siding was built at the Neubrandenburg station on the Berlin-Stralsund line. Loading and unloading facilities for the KVP were also provided.  |
| (3) Gransee-Woltersdorf | A loading and unloading place for the KVP was provided at the Gransee station on the Berlin-Neustrelitz-Stralsund line.  |
| (4) Glowe               | A connecting line (Verbindungskurve) was built in Stralsund. The station at Lietzow (Ruegen) was completed. A branch line was constructed in Boschwitz between Lietzow and Sagard. The abandoned Ruegen harbor project was connected to the East German network. |
| (5) Devwinkel           | Loading and unloading installations for the KVP at Devwinkel station were provided; these were on the Guestraw-Neubrandenburg line, near Guestraw station.   |
| (6) Magerviehhof        | Loading and unloading facilities were provided at the following stations for the KVP: Berlin-Lichtenberg, Berlin-Friedrichsfelde, and Berlin-Magerviehhof.   |

Note: Projects 1-4 above came under RBD (Reichsbahndirektion) Greifswald, project 5 under RBD Schwerin, and project 6 under RBD Berlin.

#### 7. 1954 Building Program

The following building plan for 1954 became known in the Ministry of Railroads in January 1954. It concerns rolling stock for railroad use, to be built in East Germany:

##### Locomotives

- 2 type 1D2 for normal gauge passenger trains
- 2 type 1D2 for normal gauge freight trains
- 16 type 1E1 for narrow gauge - 750 mm.
- 7 type 1E1 for narrow gauge - 1000 mm.

##### Freight Cars

- 250 4-axle refrigerator cars
- 800 GGe cars
- 100 K or KM cars
- 25 KKt cars

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700 OOs half cars  
 27 tank cars, 4-axle, for bitumen  
 100 tank cars, 2-axle, for sulfuric acid  
 25 acid cars  
 25 coal dust cars  
 10 double-tier cars  
 100 S-4- and boxcar (Kastenwagen)

8. Locomotive Construction Program (1954 - 1957)

A table prepared in the Ministry in January 1954 showed the program of new locomotive types of the East German Railroads:

	<u>Year of Construction</u>
1 D2-x2	1954
1 D2-x2	1954
1 S1-x2	1955
2 E-2-x2	1955
1 E-x2	1956
2 S1-x4Fau	1957
1 S2-xFau	-

The following information was obtained in the Ministry:

- 1 locomotive of each type included in the 1954 construction plan would be ready in 1954;
- 100 locomotives of the types foreseen for 1955 were to be produced;
- 200 per year were to be produced of the types planned for 1956 and 1957;
- The orders for these locomotives were to be filled by VEB Lokomotivbau Karl Marx Babelsberg with the assistance of the plants at Hennigsdorf and Wildau.

9. Description of Locomotive Series 52

On 18 February 1954, the Ministry of Railroads sent the Russians a description of the locomotive series 52, prepared by the Technical Central Office (Technisches Zentralamt). This description included all the essential technical data of these locomotives.

10. Track Failures

A table prepared early in 1954 showed the details of track failures (Schienenbrueche) for each month of 1953. The figures were broken down by RBDs. They showed a total of 5,522 failures in all RBDs, for the whole year. This compared with 3,766 failures for 1952.

11. Materials in Short Supply Received by the Railroads in 1953

On 11 January 1954, the Ministry reported to the Russians on the amounts of materials received in December 1953 and for the whole of 1953, in each of a listed class of materials in short supply. The following figures about imports

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from the USSR are taken from this table:

Iron sheets (medium thickness):	During 1953, 88.6 tons out of 1,557 tons were imported from the USSR.
Iron sheets (thick):	In December 1953, 777 tons out of 4,064 tons were imported from the USSR.
Steel for stay bolts:	199 tons came from a special import from the USSR, but it is not clear if this is part of the 1953 total of 1,458 tons or the December total of 493 tons.
Wheel rims:	16,718 items, out of a total of 70,114, were delivered by the USSR.

## 12. Patent for Adjustable Wheel Sets

On 6 January 1954, a patent was taken out for adjustable wheel sets for railroad use. The patent was taken out in the Patent Department of the All-Union Chamber of Trade, Moscow, in the name of Alfred Grevesmuhl and Guenther Schulz, both of the Technical Central Office of the East German Railroads. No further details are known.

## 13. Speech of the Deputy Minister of Railroads

On 15-17 January 1954, the Third Railway Conference was held in Leipzig. In the course of a long speech, Deputy Minister Erwin Kramer mentioned that:

a. The car park had from year to year grown until it was now of such a size that no further growth in 1954 could be contemplated. On the other hand, the railroads were being asked to do 11 percent more in 1954; this could only be achieved by a quicker turn-round of freight cars.

b. Watchfulness was particularly necessary in the transportation world, because that was the place where the enemy could most easily damage East Germany.

1.  Comment: Deputy Minister of Railroads Richard Staimer.

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